

verity. He said the men were tired of their enforced isolation.

The first day and means conference of the railroad brotherhoods and the railroad came to pass last night. John G. Griffin, secretary of the Brotherhood of Railroad Trainmen; L. G. Griffin, of the Brotherhood of Locomotive Engineers; and J. J. Griffin, of the Brotherhood of Railway Conductors, met in the Grand Central Terminal Building. They decided to send groups of local men out to do no work, but to remain in the city and to be ready to strike as the outcome of ultra-radical agitation. It was decided to warn all strikers that unless they returned to work within a stated period they would be expelled from their several brotherhoods and be refused reinstatement.

Fish Coming From Maine to N. Y. by Motor Trucks

PORTLAND, Me., April 12.—Motor trucks loaded with 22,500 pounds of fish, destined to New York by local wholesale dealers.

This was made necessary by the freight strike and the express embargo.

Hudson and Manhattan tubes will resume service. The strikers jubilantly asserted that clerks and supervisors who had been asked by the Hudson and Manhattan Railroad to man the trains had refused. The tide trainmen added that they had the word of the townsmen and powermen that the moment a strike breaker sought to operate a car door they would quit work.

Shea's Version of Crisis.

After the meeting Mr. Shea said: "I want to take this opportunity to challenge statements that the railroad employees since the outbreak of the strike have received less than 50 per cent. advance in pay and the cost of living has advanced 100 per cent. Here it can be seen by this that present wages of railroad employees is about 50 per cent. of the increase of the cost of living. Railroad men have waited patiently and have done nothing to relieve the situation because they have unselfishly and patriotically carried the burden themselves during the period of the war and since the armistice they have done nothing of the present crisis here in New York."

Long Island Strike Soon Over.

The Long Island survived a scare that came to pass in the morning, and thereafter during the day and evening ran trains with great regularity and close to schedule. One hundred and twenty men quit early in the day, but returned to their posts in less than an hour. The service was good during the rush hours and passengers suffered little delay.

On the day the strike began, the Long Island City and nearby all the trainmen and operators walked out, but work was carried on after a fashion by the office clerks and men of the Long Island City as long as they had graduated from the yards into the office.

A survey of the coal resources of the great power plants, the International Harvester Company, the Brooklyn Rapid Transit and the big coal dealers and public service corporations, indicates that the strike will have to continue for more than two weeks if the railroad men refuse to return to work.

United States Secret Service men have reported that they have been unable to find any one of a group of men who were arrested in a trial of a strike breaker would have any sympathetic effect upon the strikers, who, the operatives insist, are not a homogeneous body but a mob of disgruntled bachelors from the brotherhoods.

Copeland Asks to Mediate in Strike

Continued from First Page.

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In their desperation the railroad managements decided to put their troubles and the solution of the strike problem squarely upon the shoulders of the strikers. The railroad executives held their daily meeting in the Delaware and Hudson Railroad offices, 22 Liberty street, and conferred with several of the brotherhood officials.

It was said the railroad executives told the representatives of the trainmen, firemen, engineers, conductors and engineers' brotherhoods that they expected the brotherhoods to make an agreement with the railroads, and that that agreement called for the running of trains. It was stated further that the brotherhood officials virtually admitted that they were on the verge of collapse and that they not only cannot supply men to take the places of the seceders, but would be afraid to try to if they were to do so.

Pennsylvania Annals More Trains.

The Pennsylvania Railroad announced the suspension of twenty-six out-bound local trains from New York City. Among them were the Metropolitan Express, which goes to Chicago and St. Louis, and the Atlantic Coast Line Express, which runs to Southern ports. It was said that the Pennsylvania Railroad at thirty-second street and Seventh avenue as well as immediately preceding the departure of the Philadelphia local at 8:10 a. m. and the New York local at 8:15 a. m. were thronged at the gate when the guard announced that the train was composed of but five instead of ten cars and that the seats belonged to those who got to the train first.

Will Not Treat With Strikers.

Representatives of the railroads said that the railroads had decided that, come what may, they will not treat with the United Railroad Workers of America, the newly formed union which is called because the railroads have contracts with the brotherhoods and cannot deal with another union. One or the other must go, and the railroads support the brotherhoods to the finish. If a breakdown comes, both the railroads and the brotherhoods profess utter ignorance of the source of the funds that the strikers confessedly have.

Radicals Come From Chicago.

The men were harassed by missionaries of various degrees of radicalism. None urged anything more violent than refusing to return to work. Two of the missionaries asserted that they had come from the Chicago strike, and that they were in the service of the union.

The Jersey City and Hoboken terminals contained no waiting crowds yesterday, although few optimists reposed on the seats waiting for the railroads to make up a train for them.

Brotherhoods Deny Collusion.

W. W. Atterbury, vice-president of the Pennsylvania Railroad, telegraphed to the heads of the four main brotherhoods saying much trouble among the loyal men was growing out of persistent propaganda that the brotherhoods were backing the strike. He said that the brotherhoods sought this to avoid injunction proceedings and possible prison terms. Mr. Atterbury asked that there should be no question of collusion on record on this sort of talk.

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came, read that local service had been discontinued, and left, but the faithful fifty stayed.

Then a heavy train of fourteen cars slowed down and actually stopped. The commuters were greatly gratified. None of the doors opened, however. Finally, after the train had waited for some time, the door of the first car opened and a man stepped out. Before they could get the door shut again the commuters had charged, and the train was giving each a leg up, got aboard. Once inside, the train men decided not to argue the point, so collected tickets and the train went along.

STRIKE SITUATION IN WEST UNCERTAIN

Both Sides Refuse to Negotiate When Outlook for Improvement Is Good.

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"I find that the strongest propaganda that is influencing our men, particularly the younger men, is the word being passed around that this movement has the support of you gentlemen and the organization you represent, but that, in view of the fear of injunctions being served on you and your organizations, the strike is being engineered by word of mouth, that no regular orders have been issued or are to be expected."

William Wetner, State president of the "Trolleyman's Union," relieved many anxious Jerseyites when he announced that the trolleyman are not going out on strike. "All reports of strike meetings or strikes on the part of the trolley employees in Jersey City are absolutely false and without foundation," he said. "The trolleyman in New Jersey are working faithfully and will continue to do so, remaining loyal to their organization and to the interests of the public whom they serve."

Brotherhood Days Is Hissed.

During the day officers of the railroad brotherhoods made several efforts, uniformly unsuccessful, to get the railroad men to go back to their jobs. Timothy Shea, first vice-president of the Brotherhood of Locomotive Engineers, was booed when he made an attempt to get 1,500 trainmen gathered in Old Fellows Hall, Jersey City, to return to work. He could not make himself heard above the catcalls and hisses.

W. S. Stone, chief of the Brotherhood of Engineers, made a reply typical of all:

"There is no truth in the report that present strike movement has our support. Everything possible is being done to have our members remain at work and carry out their contracts. There are no secret instructions to the contrary being issued. Any such statement being circulated among the men is absolutely untrue."

Copeland Asks to Mediate in Strike

Continued from First Page.

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day. A close embargo is in effect. Certain perishable freight and foodstuffs are being accepted, but only on permit. There was little change in the situation. A total of approximately 5,500 men were out at 7 o'clock this morning, the yard crews working at that time being composed almost entirely of volunteers.

Production of coke in the Connetquot valley region had sunk to less than one-half of normal and many companies ordered mines and ovens closed.

4,000 MEET BUT SAY THERE IS NO STRIKE

Chairman of Jersey City Gathering Declares "It's a Spontaneous Walkout."

LEADERS' NAMES SECRET

Spokesman for Railroad Workers Hopes to Admit Reporters in Few Days.

On the authority of a man who said he was the chairman of proceedings at Grandview Hall, Jersey City, where 4,000 jubilant railroad men held meetings yesterday, there is no strike. What is paralyzing activities in New York and many other big cities throughout the country is a "spontaneous walkout," leaders and unorganized.

During the afternoon meeting reporters lingered outside the hall waiting to speak to the leaders of the movement and learn their identity. Proceedings within were secret, and to preserve that secrecy three or four exceedingly husky railroad men mounted guard at the door and every man passing by had to show credentials.

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One little man who appeared to be more of an office type than a railroad man attempted to speak by just as the first man left the meeting. Instantly he was surrounded, questioned, and backed into a corner.

He pleaded that he was a striker. For a time it looked as if the good record of the strikers in the matter of violence and a few bones of the persistent little man were about to be fractured simultaneously. They gave him a chance to make his excuses, however, and the word was passed around for a man from "72," the organization to which he belonged.

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DETROIT POWER CUT OFF; 80,000 IDLE

Factories Closed as Result of Rail Strike.

Special to THE SUN AND NEW YORK HERALD.

DETROIT, Mich., April 12.—Approximately 80,000 workers here became idle this evening when at 5 o'clock the Detroit Edison Company shut off the power in the many factories dependent on it. This is the direct result of the railroad strike.

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A partial list of the factories required to close all or many departments, with the number of workers made idle in each follows: Fisher Body Corporation, 15,000; Hudson Motor Car Company, 5,000; Cadillac Motor Car Company, 5,000; Studebaker Corporation of America, 5,000; Packard Motor Car Company, 5,000; Wardsworth Manufacturing Company, 2,000. Among several of the less important are General Motors Company enterprises, 1,500.

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NEW LAW INVOKED IN STRIKE ARRESTS

Kansas Uses Industrial Court in 'Outlaw' War.

SPECIAL TO THE SUN AND NEW YORK HERALD.

KANSAS CITY, April 12.—The first real challenge to the Kansas Industrial Court law probably will result from the switchmen's "outlaw" strike and the arrest and arraignment of four alleged strike leaders in Kansas City for whom warrants were issued Saturday, at the instance of Richard J. Hopkins, Attorney General of Kansas.

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STRIKE SPREADS ON PENNSYLVANIA LINES

3,500 Men Now Out in Pittsburgh Terminal Region.

PITTSBURGH, April 12.—Approximately 3,500 railroad men, including shopmen, mechanics, power plant men, electricians and yard and road engine crews, joined the ranks of strikers at the Conway Yards, an important Pennsylvania line terminal at Rochester, Pa., at 1 o'clock this afternoon. It is estimated that between 4,000 and 5,000 men are out at the yards now. Passenger engine crews remained at work, but it is said the strike of the shopmen will interfere seriously with passenger service in the Pittsburgh district.

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6,906 MEN STRIKE ON PENNSYLVANIA ROAD

Perishable Freight Tied Up in West Philadelphia.

PHILADELPHIA, April 12.—The Pennsylvania Railroad Company announced to-night that 6,906 employees of the company are on strike on its system between New York and St. Louis.

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Representatives of Both Parties Stirred by Favoritism Shown Nation's Foes.

DEPORTATIONS BLOCKED

House Immigration Committee Urged to Start Drastic Inquiry at Once.

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